

HIPPOPHAGY AND ONOPHAGY.

These words are of great import at this particular time, as representing a probable solution of a problem which seriously occupies the minds of many, namely—in the absence of beef and mutton (the Englishman's delight when he can get them), where is the supply of meat to come from? How are the people—especially the laboring classes—to be supported, when we are threatened with such a scarcity as to create an alarm of an approaching flesh famine? Several ideas have been put forward, each as a panacea; one is a careful prevention of waste; another a partial abstinence of flesh for a season; and a third, the total abstinence from such food as veal and lamb, which, in their mature condition, would furnish a larger quantity, and a more nutritious substance. These suggestions, however, are more of the nature of abstract speculations than practical solutions of a difficulty; indeed, they may be set aside as simply impracticable. What then remains? How are our increasing wants to be met, and how are the people to be fed even during the coming winter? The answer may, perhaps, be found under the words of our title. The conversion of the flesh of the horse and of the ass into human food, or, literally, horse eating and ass eating. On this point, then, arises the dilemma—To be, or not to be? Hippophagy has already assumed the positive; but Præjudice is all powerful, and covers the negative as with a shield.

What, we may ask, is the character of the food thus proposed for our use? The records of the past show that at a very early period the flesh of the horse and of the ass has not only been considered fit for man's food, but has also in some instances come under the category of a luxury. Many nations of antiquity are said to have eaten the flesh of both animals. In Persia, the horse was common food, and the wild ass prized, not only as an object of chase on account of its fleetness, but also for the delicacy of the flesh which made it a luxury even at royal tables; and Xenophon tells us, that the army of the younger Cyrus, when marching through Mesopotamia, caught several wild asses, and found their flesh to resemble that of the red deer, and more tender. But to come nearer to our times, it is well known that the Danish inhabitants of Northumberland were fond of flesh, which they devoured in great quantities. Not, however, to ransack the past for our object is to come to the present time, we may be tolerably well assured of—that among many people, both ancient and modern, even if the flesh of these animals was not always an ordinary article of food, yet when an occasion of scarcity arose both Hippophagy and Onophagy were resorted to, and we may assume, with some probability, that this occasion now arisen? is the question. It is quite certain that, for some years past, the demand for meat has greatly extended in this country, owing to the more peaceful means of the people to make use of its food. This is a simple fact, for as a well-known writer has observed lately:—"The use of high-priced meat is not wholly inoperative in the supply; there is also a gradual increased demand in proportion to our national prosperity." And then he adds, "The first glance at our mining importance, its most staggering belief. Glancing only at the single county of Cornwall, and its 30,000 persons daily employed in its mines—to say nothing of the human ant-hills of industry isobswelling the earth of its riches in the West and North of England, Scotland, and Wales. The stimulus given to the cotton trade has also its effects; the immensity of our shipping, our commerce, our bridges, our buildings, and other architectural improvements so characteristic of the present age, are daily calling into the most active labor increased numbers of the population upon increased wages, and hence, naturally enough, an increased demand for meat." It is evident from this statement that the present time is not to be looked upon as temporary, and traceable to the cattle plague only, but a sadly spreading difficulty which must, if left unmet, if we would avoid the evil of want and its usual concomitants—disease and death.

That objections should be made to this application of a food hitherto only looked upon as fit for the canine and feline races is only natural, and does not tabulate may have, perhaps, to rue the day of such conversion of horseflesh. Some years ago, when railways were first commenced, so facetious friend, Punch, issued forth a bridge having a steam-engine in the centre, on one side of the picture was a group of old age-coach horses, worn out, alas! and used up; on the other side two smiling dogs; the description, if we remember rightly, was—"What the Horses are going to." The dialogue of the dogs was to this effect: "Well, Toby, what do you think of this new invention?" Toby promptly answers, "Why, I think we shall have meat cheap." It would indeed, be strange, if now—*mutatis mutandis*—more than can be said of many which we freely devour, and if we have abstained from these hitherto, it is owing perhaps that the dire necessity of a diminished supply of ordinary food has not as yet been severely felt. But we are now dealing with facts which admit neither of doubt nor concealment. Our consumption of flesh is greater than it was formerly, and is gradually increasing, and there is ostentiously no means of meeting the demand. The cattle plague, of course, increased the difficulty of production for the population, but, independent of that contingency, if we compare the number of the people of these islands with the number of animals used as ordinary food, the disproportion as regards a sufficiency of supply will be apparent. Taking the whole population at thirty millions, the number of cattle is stated to be in all eight millions, of sheep forty millions, and of pigs four millions three hundred thousand, or a total of fifty-two millions three hundred thousand. If to these are added the importations of last year, one million three hundred and thirty thousand three hundred and eighty-four, it brings up the amount to fifty-three millions six hundred and thirty thousand three hundred and eighty-four—that is, there would not be two animals each for all if all were slaughtered at once, and this supply lasting only for a limited period, there would be none left. This simple statement will show that, under any circumstances, we are far from having a sufficiency at any time, and still less if disease should ever thin the scanty quantity, as has now been the case; we are thus left with a hiatus not only much to be deplored, but difficult to be filled up. There remains, then, scarce any other alternative than that of following the example of our continental neighbors. The flesh of the horse and of the ass is palatable in itself. It possesses higher powers of nourishment than beef or mutton, upon the authority of Liebig, and the only objection to its introduction is the prejudice which is felt against it; but many, perhaps, are not aware that they have even unconsciously partaken of the unwanted

slaughtered for these establishments without a certificate from the veterinary surgeon at the police. Such a precaution, however necessary as to horseflesh, would be advantageous equally with regard to beef and mutton, if the example was followed in this country, for it is not always easy to detect unwholesome flesh got up for the market, but any disease in an animal could hardly escape detection. In 1864 the same Monsieur Decroix delivered a lecture at the Garden of Acclimatization of the Bois de Boulogne, on the alimentary use of horseflesh. After showing, by official data, that the supply of butcher's meat of all kinds, which is so necessary to support the strength of man and enable him to bear fatigue and avert disease, is not equal to the demand, he proved that if the flesh of disabled horses was introduced into public consumption, it would increase the present supply of meat by at least one-twelfth, and that in Paris especially, it might daily produce upwards of two thousand six hundred kilograms of good meat, even admitting that one third of the horses slaughtered were ejected on account of their diseased state, a proportion which he considered exaggerated. M. Decroix reminded the audience that the illustrious Lary, in the course of his military career, had three times prescribed the use of horseflesh for his patients; and that in Egypt especially, he had, by the use of this aliment, stopped a scorbutic affection which had broken out in the army. More recently, in the Crimea, two companies of artillery had lived entirely on the flesh of unserviceable horses, and thereby escaped the diseases which afflicted the rest of the army; and at Vienna, Berlin, Hamburg, Altona, and other towns, horseflesh is eaten not only by the lower orders, but by all classes of society. In the *Independence* follows the following account is given of an extraordinary banquet of horseflesh which took place early last year in Paris:—"The courses were numerous, and in nearly all of them this strange delicacy was served up in various forms. After the dinner several toasts were proposed. M. de Quatrefoies, the President, opened the proceedings by calling on the company to drink in the memory of the late Monsieur Geoffroy St. Hilaire, the apostle of Hippophagy. Monsieur Decroix, in response to the health of the veterinary medicine profession, declared that all the horses whose flesh had been eaten at this dinner were old and miserably thin beasts, from fourteen to eighteen years of age, and that none of them had cost more than forty francs, and one as little as eighteen francs. Immense applause followed this announcement; for it was considered that if such aged horses produced such good meat, what might not be expected from five or six year olds? M. Homon, of the *Paris*, put in the claims of the ass as the ass to the honor of the *cuisine*. M. Barra, who proposed Public Education, recommended it as the means of dispelling prejudice and repugnance from the notion of horse-eating; and M. Georges Bell, of the *Presse*, said that horseflesh was no novelty. All who partook of this singular meal are said to have been perfectly satisfied, many of them having never before tasted it. It is some satisfaction to find from this statement that age does not detract from the quality of the flesh, for it must be clear that rarely any but aged horses would be thus made use of. Nor does leanness act as an impediment where good cookery does its work, so that if younger animals were dished up with equal skill, it is only natural to suppose that the flavor would be more exquisite. Truly the hippophagists may be right after all, and if so, good-by, alas! to the roast beef of Old England.

But some may say—conscientiously considering the law as laid down by Moses—shall we not bring upon ourselves divers maladies and disorders by flying in the face of a positive command? Seeing that neither the horse nor the ass chews the cud nor divides the hoof—or to the points alone is the use of flesh limited according to Mosaic law. It might be urged in answer that the vision of St. Peter would seem decisive for setting aside any prejudice which the old law might suggest. In fact, as the law is simply a negative, it may be argued that the law was not annulled by it. But when the subject of meats was discussed, as it appears to have been by the early Gentile converts, the fist put forth was "to abstain from meat offered to idols, and from blood, and from things strangled." Those, however, who would scripturally object to the use of horseflesh must not forget that we offend already in eating the flesh of the pig, which is, and always has been, not only forbidden to say nothing of the claw-footed bear; the hare and rabbit are also prohibited; and what shall we say if, leaving the earth for the waters, we find among things forbidden the lobster, crab, prawn, and shrimp. Oyster-eaters beware. And oh! ye lovers of the luscious eel and lamprey, your uneasy aliment must be left uncauter. Truly an appalling category of outcasts it strictly maintained. It is well then not to scan these things too curiously. The horse and the ass are at all events clean-feeding animals in themselves, which is more than can be said of many which we freely devour, and if we have abstained from these hitherto, it is owing perhaps that the dire necessity of a diminished supply of ordinary food has not as yet been severely felt. But we are now dealing with facts which admit neither of doubt nor concealment. Our consumption of flesh is greater than it was formerly, and is gradually increasing, and there is ostentiously no means of meeting the demand. The cattle plague, of course, increased the difficulty of production for the population, but, independent of that contingency, if we compare the number of the people of these islands with the number of animals used as ordinary food, the disproportion as regards a sufficiency of supply will be apparent. Taking the whole population at thirty millions, the number of cattle is stated to be in all eight millions, of sheep forty millions, and of pigs four millions three hundred thousand, or a total of fifty-two millions three hundred thousand. If to these are added the importations of last year, one million three hundred and thirty thousand three hundred and eighty-four, it brings up the amount to fifty-three millions six hundred and thirty thousand three hundred and eighty-four—that is, there would not be two animals each for all if all were slaughtered at once, and this supply lasting only for a limited period, there would be none left. This simple statement will show that, under any circumstances, we are far from having a sufficiency at any time, and still less if disease should ever thin the scanty quantity, as has now been the case; we are thus left with a hiatus not only much to be deplored, but difficult to be filled up. There remains, then, scarce any other alternative than that of following the example of our continental neighbors. The flesh of the horse and of the ass is palatable in itself. It possesses higher powers of nourishment than beef or mutton, upon the authority of Liebig, and the only objection to its introduction is the prejudice which is felt against it; but many, perhaps, are not aware that they have even unconsciously partaken of the unwanted

delicacy. The tongue of every horse killed in the metropolis is pickled and preserved, and so does the duty of the ox tongue even at the banquets of the great; and there is more than a suspicion that dried reindeer's tongues, so temptingly called, are nothing but the lingual appendages of the horse. And perhaps many of the savory productions sold in the shops under their coverings of paste are not altogether innocent of the equine element, so that in going the whole horse people would only be changing the name, not the thing itself.

There is one other consideration which may have its weight in the matter, and that is the very different treatment the horse would undergo at the termination of its animal career. At present the fate of the noble beast, as we are pleased to call it, is one of permanent decadence. The high-mettled racer, the thorough-going hunter, in the prime of their existence are no doubt petted and caressed, but as their powers wane, or should any accident overtake them, they are forthwith consigned to the daily drudgery of the bus or the cab, until at length, worn out and exhausted, they await their inevitable lot, the horrors of the knacker's yard. How different the life of their bovine compeer! Cared for and caressed from his birth, his wants ministered to with studied attention through his calldow, he walks the fields at his leisure, and chews the cud of his inglorious ease; his food is made savory to tempt his appetite, and he lives his short life in peace, awaiting only the final stroke that at once puts an end to his existence. And why this diversity of fate? Beef is the food of man. Horseflesh—cat and dog meat; elevate the flesh of the horse to the same destination, and what a change would come over his latter end!

"For while patting with pride his soft sleek skin, We should think of the future steak within"—no longer rejected by man—instead of the slow torture of his last period, of life, as his flesh would increase in value, so would he receive more attention. When no longer fit for work, he may yet be fatted up for his master's table, and end his useful career, having first ministered to the wants and pleasures of man, by at length laying down his life for his sustenance.

"Look on this picture and on that." —Temple Bar for December, 1866.

**HATS AND CAPS.**  
JAMES C. DENNISON,  
Fashionable Hatter and Furrier,  
No. 729 POPLAR Street,  
Has constantly on hand a large assortment of GENTS', YOUTHS', AND CHILDREN'S HATS AND CAPS.  
ALSO,  
SPLENDID UR SKATING CAPS, GLOVES, AND COLLARS. (107 2nd St.)

**CHEAPEST AND BEST HATS IN THE CITY.**  
No. 40 N. 6th St. BOURNE  
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GREAT REVOLUTION IN THE WINE TRADE OF THE UNITED STATES  
Pure California Champagne,  
Made and prepared as if done in France, from the California Wine, and taken the place of imported Champagne.  
The undersigned would call the attention of Wine Dealers and Hotel Keepers to the following letter, which may give a correct idea of the quality of their Wine.

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No. 36 DURY Street, New York.  
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**M. NATHANS & SONS**  
IMPORTERS OF BRANDIES, WINES, GINS, Etc. Etc.  
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This truly healthful and nutritious beverage, now in use by physicians—invalids and others—has established a character for quality of material and purity of manufacture which stands unrivaled. It is recommended by physicians of this and other places as a superior tonic, and requires but a trial to convince the most skeptical. It is sold by all the principal druggists and grocers of the city. J. J. JORDAN, No. 3 PEAR Street, (117)

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MANUFACTURERS, IMPORTERS, AND DEALERS IN  
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CORNER OF FACE.

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**BANKING HOUSE**  
OF  
**JAY COOKE & Co.**  
112 and 114 So. THIRD ST. PHILAD'A.  
Dealers in all Government Securities  
**OLD 5-20s WANTED**  
IN EXCHANGE FOR NEW.  
A LIBERAL DIFFERENCE ALLOWED.  
Compound Interest Notes Wanted  
INTEREST ALLOWED ON DEPOSIT.  
Collection made. Stocks bought and sold on Commission.  
Special business accommodations received for cash.

**5-20s,**  
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**1881s,**  
**10-40s,**  
BOUGHT AND SOLD.

**DE HAVEN & BROTHER,**  
No. 40 SOUTH THIRD ST.

**NATIONAL EXCHANGE BANK**  
Capital \$300,000, Full Paid,  
HAS REMOVED TO ITS  
**NEW BANKING HOUSE,**  
Nos. 633 and 635 CHESTNUT ST.

**SMITH, BANWILPH & CO.**  
Bankers,  
16 So. 3d St., 13 Nassau St.,  
Philadelphia, New York.  
Dealers in U. S. Securities and Foreign Exchange, and members of Stock and Gold Exchanges in both cities.  
Accounts of Banks and Bankers received on 11th and 12th terms.

**U. S. Bonds a Specialty.**  
**WILLIAM PAINTER & CO.,**  
BANKERS;  
No. 36 South THIRD St.  
Government Securities Bought and Sold  
August 7.30s,  
And Old 5-20s,  
CONVERTED INTO FIVE-TWENTIES OF 1865  
And the new Bonds delivered immediately.

**DAVIES BROTHERS,**  
No. 225 DOCK Street,  
BANKERS AND BROKERS.  
BUT AN' SELL  
UNITED STATES BONDS, ALL IN USE.  
AUGUST, JUNE, and JULY 7-10 NOTES.  
COMPOUND INTEREST NOTES,  
AMOUNT 7-10 NOTES CONVERTED INTO THE NEW 5-20 PAPER.  
Mercantile Paper and Loans on Collaterals negotiated.  
Stock Bought and Sold on Commission. 131

**COMPOUND INTEREST NOTES,**  
JANUARY COUPONS, BOUGHT AND SOLD.  
**STERLING, LANE & CO.,**  
BANKERS,  
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**FIRE AND BURGLAR PROOF SAFES**  
**EVANS & WATSON**  
MANUFACTURERS OF  
**FIRE AND BURGLAR-PROOF SAFES**  
DESIGNED FOR  
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**ESTABLISHED OVER 25 Years.**  
Over 24,000 Safes in Use.  
The only Safes with Inside Doors.  
Never Lose their Fire-Proof Quality.  
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**WAREHOUSES:**  
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**SLATE MANTELS**  
SLATE MANTELS are unsurpassed for Durability, Beauty, Strength, and Cheapness.  
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**RAILROAD LINES.**  
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GREAT TRUNK LINE.  
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE MICHIGAN, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.  
WINTER ARRANGEMENT OF PASSENGER TRAINS.  
Leaving the Company Depot, at THIRTIETH and CALLOWHILL Streets, Philadelphia, at the following hours:  
**MORNING ACCOMMODATION.**  
At 7:00 A. M. for Reading and Intermediate Stations. Returning at 4:30 P. M., arriving Philadelphia at 12:10 P. M.  
**MORNING EXPRESS.**  
At 8:15 A. M. for Reading, Harrisburg, Pottsville, Piquette, Tamaqua, Sunbury, Williamsport, Elmira, Bingham, Singers Falls, Buffalo, Albion, Wilkesbarre, Pittsburg, Corning, Chambersburg, Hagerstown, etc., etc.  
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at FORT OPIENTON and at 7:30 A. M. with the Harrisburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Fort Mifflin, Williamsport, York, Chambersburg, Piquette, etc.  
**AFTERNOON EXPRESS.**  
Leaves Philadelphia at 2:30 P. M. for Reading and Pottsville, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.  
**AFTERNOON ACCOMMODATION.**  
Leaves Reading at 9:30 A. M., stopping at all way stations, arriving at Philadelphia at 2:40 P. M.; arrives in Reading at 12:10 P. M.  
Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving at Philadelphia at 1:00 P. M.; after noon trains leave Harrisburg at 1:10 P. M., and Pottsville at 1:45 P. M., arriving in Philadelphia at 5:00 P. M.  
**HARRISBURG ACCOMMODATION.**  
Leaves Reading at 7:30 A. M. for Harrisburg at 4:30 P. M., connecting at Reading with Afternoon Accommodation south at 6:00 P. M., arriving in Philadelphia at 9:10 P. M.  
Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Reading and all way stations, arriving at Reading at 1:30 P. M., and Harrisburg at 12:30 P. M., for Philadelphia and all way stations.  
All the above trains run daily, Sundays excepted.  
Trains leave Philadelphia at 9:00 A. M. for Harrisburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Fort Mifflin, Williamsport, York, Chambersburg, Piquette, etc.  
**CHESTER VALLEY RAILROAD.**  
Passengers for Downingtown and Intermediate points via the Philadelphia and Chester Valley Railroad, leaving Philadelphia at 7:00 A. M., and 1:00 P. M.  
**NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.**  
Leaves New York at 7 A. M., and 8:00 P. M., passing Reading at 10:50 A. M., and 1:45 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.  
Returning, express train leaves Harrisburg on arrival of Pennsylvania Express from Philadelphia at 10:30 A. M., and 1:00 P. M., passing Reading at 4:40 and 10:20 A. M., and 1:10 P. M., and arriving in New York at 10 A. M., and 4 P. M., respectively.  
Through between Jersey City and Pittsburg, without change.  
A mail train for New York leaves Harrisburg at 12:10 P. M. Mail train for Harrisburg leaves New York at 12 P. M.  
**SCHUYLKILL VALLEY RAILROAD.**  
Trains leave Philadelphia at 7:00 A. M., and 7:15 P. M., returning from Tamaqua at 7:30 A. M., and 1:40 and 11:15 P. M.  
**SCHUYLKILL AND SUSQUEHANNA RAILROAD.**  
Trains leave Allentown at 7:00 A. M. for Pottsville and Harrisburg, and 1:00 P. M. for Pottsville and Harrisburg, returning from Harrisburg at 3:30 P. M., and from Pottsville at 7:40 A. M., and 1:20 P. M.

**RAILROAD LINES.**  
**PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.**  
TIME TABLE.  
Commencing MONDAY, December 29, 1866. Trains will leave Depot, corner of Broad Street and WASHINGTON Street, at following intermediate stations:  
Express Train at 4:15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, North East, Pottsville, Harrisburg, Gettysburg, York, and Washington, D. C., arriving at Baltimore at 8:30 A. M. (Sundays excepted).  
Way Mail Train at 8:15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Baltimore and Annapolis Railroad for Annapolis and intermediate stations.  
Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, North East, Pottsville, Harrisburg, Gettysburg, York, and Washington, D. C., arriving at Baltimore at 3:30 P. M. (Sundays excepted).  
Night Express at 11 P. M. (Daily), for Baltimore and Washington. Connecting with Delaware Railroad (Sundays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Millsboro, Pocomoke Neck, and the South.  
Passengers by Boat from Baltimore for Fortress Monroe and Norfolk will take the 11:45 A. M. train.  
**WILMINGTON ACCOMMODATION TRAINS.**  
Stopping at all Stations between Philadelphia and Wilmington.  
Leaves Philadelphia at 12:20, 4:00, 6, and 11:30 (Daily) P. M. The 4:00 P. M. train connects with Delaware Railroad (Sundays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Millsboro, Pocomoke Neck, and the South.  
Leaves Wilmington at 12:15 and 3:30 A. M., and 9:30 (Daily) P. M.  
**FROM BALTIMORE TO PHILADELPHIA.**  
Leave Baltimore at 7:20 A. M., via mail, 9:30 A. M., Express, 11 P. M. Express, 6:30 P. M., Express, 8:30 P. M. Express.  
From Baltimore to Havre-de-Grace and intermediate stations at 4:15 A. M., 11:45 A. M., and 1:15 P. M.  
**THAINS FOR BALTIMORE.**  
Leave Chester at 4:40 and 7:45 A. M., and 3:30 P. M. Leave Wilmington at 10:40 and 11:45 A. M., and 1:15 P. M.  
**SUNDAY TRAINS.**  
Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Pocomoke Neck, and Washington. Also stop at Elkton and Newark to take passengers for Philadelphia and leave Philadelphia for Washington, D. C., at 11:30 P. M. Passengers from Washington to Baltimore, and Chester to Philadelphia, will take the 11:30 P. M. train.  
Through Tickets to all points West, South, and Southwest, may be procured at Ticket Office, No. 225 Chestnut Street, Philadelphia, or at the Ticket Office, No. 631 Chesnut Street, Philadelphia.  
H. F. KENNEDY, Superintendent.

**PENNSYLVANIA CENTRAL RAILROAD.**  
WINTER ARRANGEMENT.  
The Train and Car Service of the Pennsylvania Central Railroad leave the Depot at Third, First, and Market Streets, Philadelphia, and are received directly by the cars of the Market Street Passenger Railway, the Chestnut and Walnut Street Railway, and the Market Street Railway.  
On Sundays—the Market Street cars leave Eleventh and Market Streets, 15 minutes before the departure of the Pennsylvania Express. Express will call for and deliver baggage at the Depot. Order left at the Office, No. 631 Chestnut Street, Philadelphia.  
**TRAINS LEAVE DEPOT, VIZ.:**  
Mail Train at 6:00 A. M. for Allentown, Pottsville, and Harrisburg at 6:15 A. M. for Reading and Pottsville at 6:30 A. M. for Harrisburg and Pottsville at 6:45 A. M. for Allentown, Pottsville, and Harrisburg at 7:00 A. M. for Reading and Pottsville at 7:15 A. M. for Harrisburg and Pottsville at 7:30 A. M. for Allentown, Pottsville, and Harrisburg at 7:45 A. M. for Reading and Pottsville at 8:00 A. M. for Harrisburg and Pottsville at 8:15 A. M. for Allentown, Pottsville, and Harrisburg at 8:30 A. M. for Reading and Pottsville at 8:45 A. M. for Harrisburg and Pottsville at 9:00 A. M. for Allentown, Pottsville, and Harrisburg at 9:15 A. M. for Reading and Pottsville at 9:30 A. M. for Harrisburg and Pottsville at 9:45 A. M. for Allentown, Pottsville, and Harrisburg at 10:00 A. M. for Reading and Pottsville at 10:15 A. M. for Harrisburg and Pottsville at 10:30 A. M. for Allentown, Pottsville, and Harrisburg at 10:45 A. M. for Reading and Pottsville at 11:00 A. 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